

Survey # F-4-127

Approximate date September, 14, 1862

Old Ridge Road

Street Address: South Mountain crest between US 40, Alternate and Loop Road

Town, State: Middletown vicinity, MD

private , public X

This property is included in the survey of resources associated with the Civil War Battle of South Mountain, which occurred on September 14, 1862. The Ridge Road exists today in two distinct sections, north of the old Sharpsburg Rd. (Reno Monument Rd.) to the National Pike (Alt 40) and south from the old Sharpsburg Road to the intersection with the Loop Farm Lane. It's condition runs from trace remnants to hiking trail, to paved road. The Ridge Road is significant for its direct and primary role in the Civil War Battle of South Mountain. It was invaluable to the Confederate defense of Turners and Fox's Gaps, as Union forces moved to dislodge them and continue west to attack the divided and vulnerable Confederate Army. The Confederate ability to hold the gaps through the day on September 14, 1862, allowed Robert E. Lee's Army of Northern Virginia to regroup and prepare for battle near Sharpsburg, west of the Antietam Creek. The Ridge Road in 1862 was a logging/farming road running the ridge of South Mountain south from the National Pike to Lamb's Knoll, a high point on the mountain ridge. It was intersected by the old Sharpsburg Road at Fox's Gap. This road was crucial to the defense of South Mountain by the Confederate forces of General D.H. Hill, allowing the movement of men and artillery between Fox's and Turner's Gaps.

Photo Reference: Photo #

Form Prepared By: Paula S. Reed, PhD and Edith B. Wallace
Woodward-Clyde
200 Orchard Ridge Drive
Gaithersburg, MD 20878

Date: February, 1998

Maryland Historical Trust

State Historic Sites Inventory Form

Survey No. F-4-127

Magi No.

DOE ☐ yes ☐ no

1. Name of Property (indicate preferred name)

historic Ridge Road

and/or common Mountain Road

2. Location

street & number South Mountain Ridge, north and south of Reno Mon. Road ☐ not for publication

city, town Middletown ☒ vicinity of congressional district 6

state Maryland county Frederick

3. Classification

| Category | Ownership | Status | Present Use | |
|---|--|---|--|--|
| <input type="checkbox"/> district | <input checked="" type="checkbox"/> public | <input type="checkbox"/> occupied | <input type="checkbox"/> agriculture | <input type="checkbox"/> museum |
| <input type="checkbox"/> building(s) | <input type="checkbox"/> private | <input checked="" type="checkbox"/> unoccupied | <input type="checkbox"/> commercial | <input type="checkbox"/> park |
| <input checked="" type="checkbox"/> structure | <input type="checkbox"/> both | <input type="checkbox"/> work in progress | <input type="checkbox"/> educational | <input type="checkbox"/> private residence |
| <input type="checkbox"/> site | Public Acquisition | Accessible | <input type="checkbox"/> entertainment | <input type="checkbox"/> religious |
| <input type="checkbox"/> object | <input type="checkbox"/> in process | <input checked="" type="checkbox"/> yes: restricted | <input type="checkbox"/> government | <input type="checkbox"/> scientific |
| | <input type="checkbox"/> being considered | <input type="checkbox"/> yes: unrestricted | <input type="checkbox"/> industrial | <input type="checkbox"/> transportation |
| | <input checked="" type="checkbox"/> not applicable | <input type="checkbox"/> no | <input type="checkbox"/> military | <input checked="" type="checkbox"/> other: trail, road |

4. Owner of Property (give names and mailing addresses of all owners)

name Maryland Department of Natural Resources

street & number Tawes Building telephone no.:

city, town Annapolis state and zip code MD 21401

5. Location of Legal Description

courthouse, registry of deeds, etc. Frederick County Courthouse Liber

street & number 100 W. Patrick Street Folio

city, town Frederick state MD

6. Representation in Existing Historical Surveys

title National Register Nomination, South Mountain Battlefields, F-4-17, A,B,C

date February, 1986 ☒ federal ☐ state ☐ county ☐ local

depository for survey records Maryland Historical Trust

city, town Crownsville state MD

7. Description

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| Condition | | Check one | Check one |
|--|---------------------------------------|---|---|
| <input type="checkbox"/> excellent | <input type="checkbox"/> deteriorated | <input type="checkbox"/> unaltered | <input checked="" type="checkbox"/> original site |
| <input checked="" type="checkbox"/> good | <input type="checkbox"/> ruins | <input checked="" type="checkbox"/> altered | <input type="checkbox"/> moved |
| <input type="checkbox"/> fair | <input type="checkbox"/> unexposed | | date of move _____ |

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

The Ridge Road exists today in two distinct sections, north of the old Sharpsburg Rd. (Reno Monument Rd.) to the National Pike (Alt 40) and south from the old Sharpsburg Road to the intersection with the Loop Farm Lane. It's condition runs from trace remnants to hiking trail, to paved road.

The northern section begins on the south side of Alt. 40 where the Appalachian Trail crosses the highway from Dahlgren Road. From here the Appalachian Trail follows the path of the Ridge Road until the Trail leaves the road trace veering to the west slightly. The Ridge Road, still essentially a trail, runs approximately 1 mile until it intersects with Reno Monument Road. The stone wall along the historic Wise Farm north field, where Bondurant's Battery faced the 17th Michigan, still exists today.

The southern section of the Ridge Road is a paved one-lane road. The intersection with Reno Monument Road for this southern section now called Mountain Road, is not the same as the intersection of the historic Ridge Road and the old Sharpsburg Road (see photo, maps). There is some disagreement as to where the original road bed is, but it lies somewhere to the left(east) of the modern road bed. However, historians agree that the old and new roads come together several hundred yards south of Reno Monument Road, just beyond the new road's first curve to the east where it begins to parallel the stone walls. The road then continues to the intersection with the Loop Farm Lane, approximately 1/2 mile in all.

The portion of the Ridge Road discussed in this survey form, from near US Alternate 40, south to the Loop Road totals about 1 1/2 miles in length. Its original function was for access to woodlots and mountain fields near the summit.

8. Significance

Survey No. F-4-127

| Period | Areas of Significance | Check and justify below | | | |
|---|---|---|---|---|--|
| <input type="checkbox"/> prehistoric | <input type="checkbox"/> archeology-prehistoric | <input type="checkbox"/> community planning | <input type="checkbox"/> landscape architecture | <input type="checkbox"/> religion | |
| <input type="checkbox"/> 1400-1499 | <input type="checkbox"/> archeology-historic | <input type="checkbox"/> conservation | <input type="checkbox"/> law | <input type="checkbox"/> science | |
| <input type="checkbox"/> 1500-1599 | <input type="checkbox"/> agriculture | <input type="checkbox"/> economics | <input type="checkbox"/> literature | <input type="checkbox"/> sculpture | |
| <input type="checkbox"/> 1600-1699 | <input type="checkbox"/> architecture | <input type="checkbox"/> education | <input checked="" type="checkbox"/> military | <input type="checkbox"/> social/ | |
| <input type="checkbox"/> 1700-1799 | <input type="checkbox"/> art | <input type="checkbox"/> engineering | <input type="checkbox"/> music | <input type="checkbox"/> humanitarian | |
| <input checked="" type="checkbox"/> 1800-1899 | <input type="checkbox"/> commerce | <input type="checkbox"/> exploration/settlement | <input type="checkbox"/> philosophy | <input type="checkbox"/> theater | |
| <input type="checkbox"/> 1900- | <input type="checkbox"/> communications | <input type="checkbox"/> industry | <input type="checkbox"/> politics/government | <input type="checkbox"/> transportation | |
| | | <input type="checkbox"/> invention | | <input type="checkbox"/> other(specify) | |

| | | |
|----------------|--------------------|-------------------|
| Specific dates | September 14, 1862 | Bullder/Architect |
|----------------|--------------------|-------------------|

| | | | | |
|-----------------------------|--|--------------------------------|--------------------------------|---|
| check: Applicable Criteria: | <input checked="" type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> C | <input type="checkbox"/> D |
| and/or | | | | |
| Applicable Exceptions: | <input type="checkbox"/> A | <input type="checkbox"/> B | <input type="checkbox"/> C | <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G |
| Level of Significance: | <input checked="" type="checkbox"/> national | <input type="checkbox"/> state | <input type="checkbox"/> local | |

Prepare both a summary paragraph of significance and a general statement of history and support.

The Ridge Road is significant for its role in the Civil War Battle of South Mountain. It was invaluable to the Confederate defense of Turners and Fox's Gaps, as Union forces moved to dislodge them and continue west to attack the divided and vulnerable Confederate Army. The Confederate ability to hold the gaps through the day on September 14, 1862, allowed Robert E. Lee's Army of Northern Virginia to regroup and prepare for battle near Sharpsburg, west of the Antietam Creek.

The Ridge Road in 1862 was a logging/farming road running the ridge of South Mountain south from the National Pike to Lamb's Knoll, a high point on the mountain ridge. It was intersected by the old Sharpsburg Road at Fox's Gap. This road was crucial to the defense of South Mountain by the Confederate forces of General D.H. Hill, allowing the movement of men and artillery between Fox's and Turner's Gaps.

On September 13, 1862 D.H. Hill, realizing that the Federals were headed his way from Middletown, sent two brigades under the command of Colonel Alfred H. Colquitt and Brigadier General Samuel Garland, Jr. to Turner's Gap to watch the Federal advance.¹ Colonel D.K. McRae (commanding Garland's Brigade following his death at Fox's Gap) describes the Ridge Rd: "From the turnpike at this point [just below the Mountain House] a road runs along the ridge for about 1 1/2 miles, and at the end of this distance is intersected by a road [the Loop Farm Lane]...between this intersecting road and the turnpike, and at nearly right angles with the latter, runs what is known as the old Sharpsburg road [Reno Monument Road]."² Along this road Colonel Colquitt began to set up his line, two Georgia regiments along the northernmost stretch of the Ridge Road just southeast of its intersection with the National Road. Garland's men were placed to the right guarding the flank.³

On the morning of September 14th, General Hill sent Garland's Brigade with Bondurant's Battery farther south along the Ridge Road to protect the old Sharpsburg Road at Fox's Gap. When Garland arrived at the gap he learned from Rosser's 5th Virginia Cavalry pickets just how thinly he would have to spread his men along the Ridge Road, both north and south of the old Sharpsburg Road.

¹James V. Murfin, *The Gleam of Bayonets*, New York: Thomas Yoseloff, 1965, p. 167.

²O.R., pp.1039-40

³Murfin, p.168.

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DOE ☐ yes ☐ no

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Having to stretch as far south as the Loop Farm Lane forced Garland to leave a gap of approximately 400 yards between his and Colquitt's Brigades on the northern stretch of the Ridge Road.⁴ On the southern stretch of the road between the old Sharpsburg Road and the Loop Farm Lane "...the brigades frontage covered approximately 1,300 yards. According to the tactics of the day it should have covered no more than 350 yards. There were intervals between every regiment."⁵ Clearly, before the day was out reinforcements would be needed to defend Fox's Gap.

The push by Brigadier General Jacob Cox's Brigade from the southeast along the Loop Farm Lane effectively forced the Confederate defenders apart west and north. Cox reported: "...the center of Garland's North Carolina brigade breaking before them [Scammon's Union brigade]...We found that there was a country road behind the wall on top of the ridge...The high knoll on the left was carried, the enemy's center was completely broken and driven down the mountain, while on the right our men pushed the routed Carolinians beyond the Sharpsburg road, through Wise's fields, and up the slope of the crest toward the Mountain House at Turner's Gap."⁶ Lieutenant Colonel Thomas Ruffin, Jr. of the 13th North Carolina describes "...the enemy had obtained the road on our right, and were coming down upon us from that direction."⁷ General Anderson's Confederate brigade had already retreated to the old Sharpsburg Road. From there Anderson, Ruffin, and Bondurant's Battery all moved north up the Ridge Road to re-establish their defensive line. Bondurant's artillery was set up in the northeast corner of Wise's north field.⁸

During an afternoon lull in the fighting Confederate reinforcements arrived in the form of Drayton's, G.T. Anderson's and Jones' brigades which were placed along the northern section of the Ridge Road. On the Union side came Willcox's, Rodman's, and Sturgis' brigades. With both sides reinforced the standoff continued into the night. The Federals had taken Fox's Gap but were unable to push north to Turner's Gap.⁹

⁴Scott D. Hartwig, "My God be Careful! The Morning Battle of Fox's Gap." *Civil War Regiments*, Campbell, CA: Savas Publishing Co. 1997., p.38.

⁵Ibid. p.39.

⁶Jay Luvaas and Harold W. Nelson eds. *The US Army War College Guide to the Battle of Antietam, the Maryland Campaign of 1862*, Washington: Harper Collins, 1987, p.20, from "Forcing Fox's Gap", *Battles and Leaders II*, pp.586-87.

⁷O.R., Vol. XIX, Part I, p.1045.

⁸Hartwig, p.52

⁹Murfin, p. 177-78.

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Magi No.

DOE

yes

no

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HISTORICAL CONTEXT:

MARYLAND COMPREHENSIVE PRESERVATION PLAN DATA

Geographic Organization: Piedmont

Chronological/Developmental Period(s):

Agricultural-Industrial Transition, A.D. 1815-1870

Prehistoric/Historic Period Theme(s):

Military

Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s):

Transportation/Road

Known Design Source: None

9. Major Bibliographical References

Survey No. F-4-127

Books

- Hartwig, D. Scott, Civil War Regiments, A Journal of the American Civil War, Vol 5, #3, "Antietam, the Maryland Campaign of 1862". Article entitled "My God, Be Careful! The Morning Battle of Fox's Gap", Savas Publishing Co., Campbell, CA, 1997.
- Luvaas, Jay and Harold W. Nelson eds., The U.S. Army War College Guide to the Battle of Antietam, The Maryland Campaign of 1862, Harper Collins Publishers, Washington, 1987.
- Murfin, James V., The Gleam of Bayonets, The Battle of Antietam and Robert E. Lee's Maryland Campaign, September 1862, Thomas Yoseloff, New York, 1965.
- Roth, Dave, "The General's Tour of South Mountain", Blue & Gray Magazine, Dec-Jan, 1986-87.
- Schildt, John W., The Ninth Corps, At Antietam, Chewsville, Maryland, 1988.
- Sears, Stephen W., "Fire On The Mountain, The Battle of South Mountain September 14, 1862", Blue & Gray Magazine, Dec-Jan, 1986-87.
- Sears, Stephen W., Landscape Turned Red, The Battle of Antietam, Ticknor and Fields, New York, 1983.
- Stottemyer, Stephen R., The Bivouacs of the Dead, The Story of Those Who Died at Antietam and South Mountain, Toomey Press, Baltimore, 1992.
- Swinton, William, Army of the Potomac, Smithmark Publisher, New York, 1995.
- U.S. War Department, The War of Rebellion: A Compilation of the Official Records of the Union and Confederate Armies, Series I, Vol XIX, Parts I and II, Government Printing Office, Washington, 1880-1901.

Manuscripts

- Frye, Dennis, National Register Nomination Form, South Mountain Battlefields F-4-17-A,B,C, 1986.
- Wren, Capt. James, Diary manuscript, Antietam National Battlefield Library.

Maps

- The Official Military Atlas of the Civil War, Plate 27, Gramercy Books, New York, 1983.
- Engineers Maps, 1862, National Register Nomination, South Mountain Battlefields F-4-17-A,B,C, 1986.
- Macombe Map, 1861.

10. Geographical Data

Acreage of nominated property approximately 8

Quadrangle name Middletown

Quadrangle scale 1:24,000


UTM References DO NOT COMPLETE UTM REFERENCES


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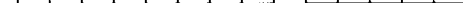
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[illegible]

D

E 

G 

H 

Verbal boundary description and justification

Beginning at the intersection of U.S. Alt 40 and the Appalachian Trail, the Trail follows the original track of the Ridge Road just below the ridge of South Mountain on the east face. The Ridge Road and the Appalachian Trail separate approximately 1/2 mile south, the road continuing along the ridge of the mountain and the Trail veering to the west. The Ridge Road comes out of the woods at the intersection with Reno Monument Rd.

On the south side of the Reno Monument Rd. intersection the Ridge Road continues as Mountain Road, a paved, private access road which leads to Lamb's Knoll Government facility. The original Ridge Road parallels Mountain Road through the woods for about 300 ft. where the paved road returns to the original road at the stone walls. The Ridge Road runs approximately 1 1/2 miles in all from Turner's Gap to the intersection with the Loop Farm Lane just north of Lamb's Knoll.

List all states and counties for properties overlapping state or county boundaries

| state | code | county | code |
|-------|------|--------|------|
| state | code | county | code |

11. Form Prepared By

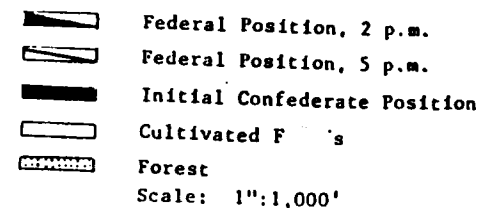
| | | | |
|-----------------|---|-----------|--------------|
| name/title | Paula S. Reed, PhD and Edith B. Wallace | | |
| organization | Woodward-Clyde | date | 2/98 |
| street & number | 200 Orchard Ridge Drive | telephone | 301-739-2070 |
| city or town | Gaithersburg | state | MD 20878 |

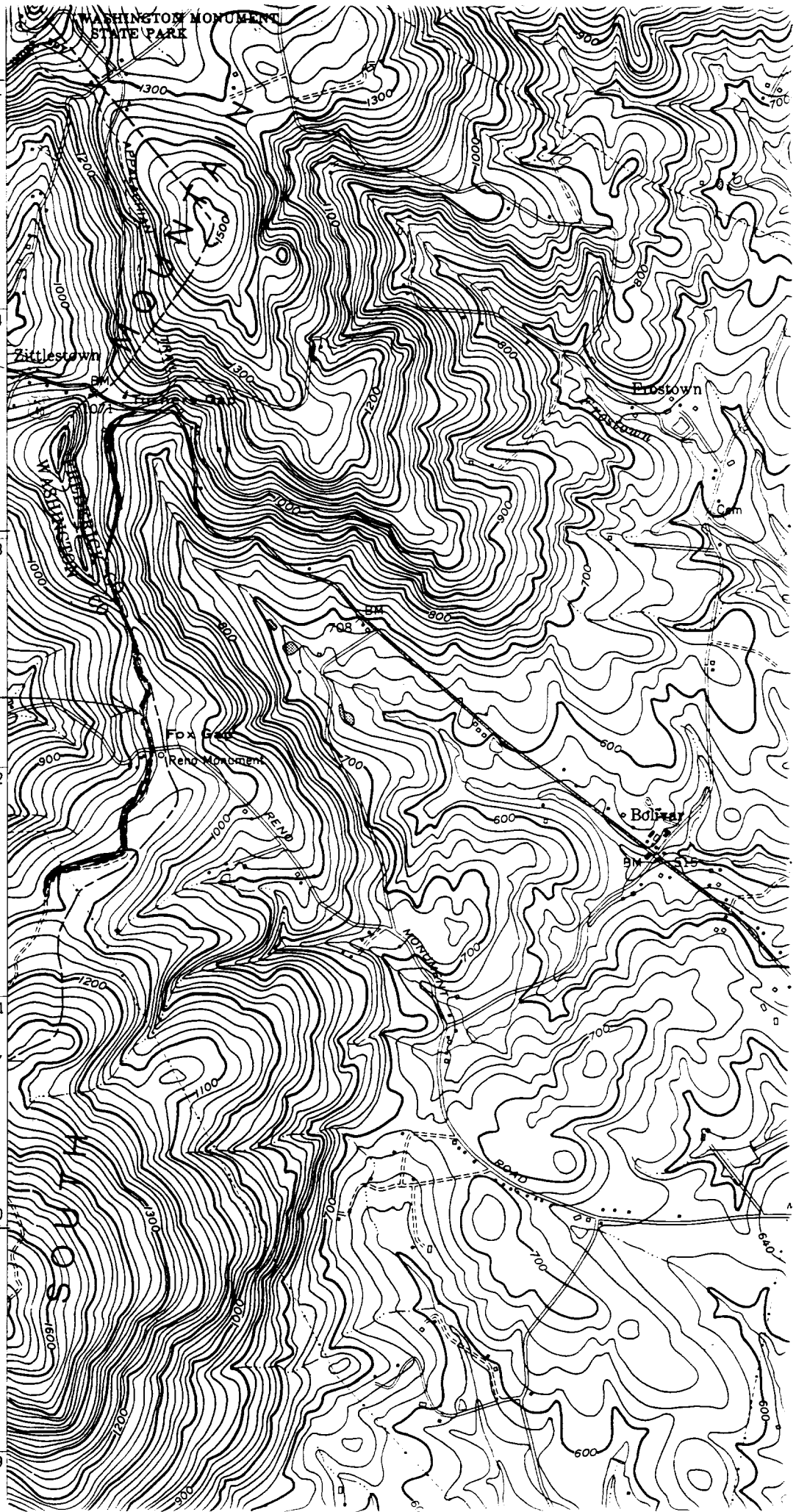
The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
People's Resource Center
100 Community Place
Crownsville, MD 21032-2023
410-514-7000

MAP B





4375000m N

4374

MIDDLESTOWN 1/4 MI
FURK STOWN 9/7 MI

4373

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4371

27°30"

4370

4369

F-4-127
! Ridge Road
Middlestown Quad



F-4-127

The Ridge Rd.

Washington/Frederick Co. line Maryland

Edith B. Wallace

4 November 1997

view South from Reno Monument Rd

1/2

NO
HUNTING
SEP 1914



STONEWALL REGIMENT

The 17th Michigan Volunteer Infantry Regiment was among the units of General Ambrose E. Burnside's left wing corps that were ordered to battle here on September 14, 1862. The fighting began around 1:00 p.m. just south of this site. Around noon a Confederate battery opened fire on the regiment, which was supporting Cook's Mountain Battery. The 17th held its position for several hours. At 4:00 p.m. the command was given for an assault along the entire Union line. The Confederates came out of the woods to meet the charge at a point less in the middle of the field. They moved back to the stone walls along the crest of the hill. The 17th advanced and captured the stone walls. Of the 600 men of the "Stonewall Regiment," 27 were killed and 84 wounded, many severely.

F-4-127

The Ridge Road
Washington/Frederick Co., Maryland
Edith B. Wallace

4 November 1997

view NW from Reno Monument Rd
with modern commemorative plaque

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